BookletChart™

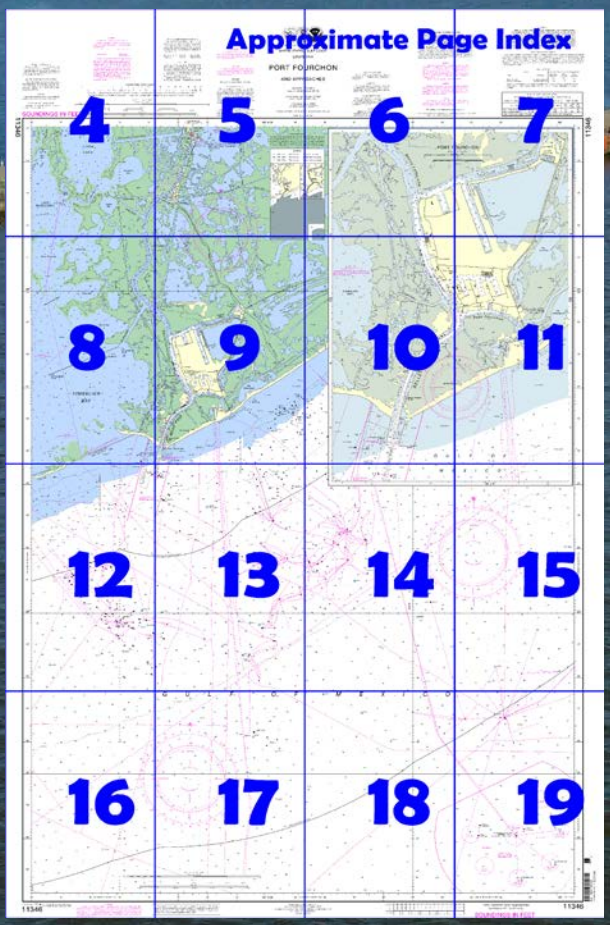
Port Fourchon

NOAA Chart 11346

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

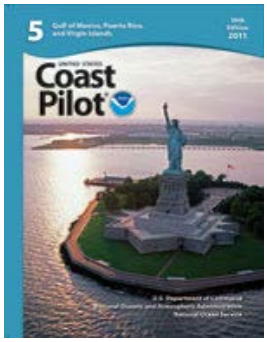
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11346



(Selected Excerpts from Coast Pilot)
Caution.–Heavy runoff from the Mississippi River may cause strong W currents, often in excess of 2 knots, in the vicinity of LOOP. These currents may sometimes be recognized by the difference in color caused by the sediment in the runoff water.
Belle Pass (29°05.1'N., 90°13.5'W.), about 12 miles SW of Caminada Pass, is the entrance from the Gulf of Mexico to Bayou Lafourche and Pass Fourchon. The dredged channel through the pass is marked by a **012.2°** lighted range, buoys, and lights, and the approach by a lighted bell buoy. The old entrance channel between the jetties close E of the dredged channel is closed by a dam.
Vessels should approach Bayou Lafourche and Pass Fourchon through the Belle Pass Safety Fairway. (See **166.100 through 166.200**, chapter 2.)
Mooring to the bulkheads in the vicinity of the intersection of Bayou Lafourche and the Intracoastal Waterway is **prohibited.**
Pass Fourchon empties into the E side of Bayou Lafourche about 2 miles above the entrance to Belle Pass.
Port Fourchon encompasses Pass Fourchon, Belle Pass, and Bayou Lafourche for about 4 miles above its entrance. The Greater Lafourche Port Commission administers Port Fourchon. The port is the base of a large fishing fleet, offshore oil exploration and production, the Louisiana Offshore Oil Port (LOOP) operations, and some shipping interests. Public facilities at the port include a commercial fishermen's marina, an oil-field vessel dock, and recreational boats launching ramps. Other facilities available are restaurants, stores, net shops, numerous fuel docks with crane and other services, charter fishing services, seafood and ice plants, oilfield service companies, and a large repair yard. The port extends to the **Flotation Canal** on the E side of Bayou Lafourche, about 4 miles above the entrance. This canal has a reported depth of about 10 feet and has berthing for commercial fishing vessels.
Bayou Lafourche, formerly an outlet of the Mississippi River at Donaldsonville, 70 miles above Canal Street, New Orleans, is blocked off from the river by a levee. The bayou extends from Donaldsonville in a SE direction for 93 miles, and empties into the Gulf at Belle Pass, 19 miles SW of Barataria Bay Light. The Intracoastal Waterway crosses the bayou at Larose.
Bayou Lafourche is navigable to Thibodaux, about 63 miles above Belle Pass entrance. The bayou above this point is closed by a dam. In August 2001, the controlling depth was 12 feet in the bar channel through Belle Pass; thence in 1996, 9 feet to Leeville, thence 6 feet to the junction with the Intracoastal Waterway at Larose; thence in 1989-1993, 4 feet to Mathews, and thence 3 feet to Thibodaux.
In November 1988, it was **reported** that the following depths, much over Federal project depths, existed in the lower part of Bayou Lafourche: 20 feet in Belle Pass and the **Port Fourchon** area, thence 12 feet to Leeville, thence 9 feet to Golden Meadow, and thence 8 feet to the junction with the Intracoastal Waterway at Larose.
A floodgate is about 2.5 miles S of Golden Meadow; horizontal clearance is 56 feet with 13 feet over the sill. Another floodgate with clearances of 56 feet horizontally and 10 feet over the sill is just below the intersection with the Intracoastal Waterway at Larose.
Numerous shrimp boats base at **Leeville, Golden Meadow, Galliano,** and **Larose.** Crew boats based at Leeville operate out of the bayou to the offshore oil wells. There are seafood canneries and shipyards along the bayou and oil company terminals and wharves at Leeville. There is considerable commerce on the bayou in seafood products, sugar, petroleum products, cement, lumber and piles, clays and drilling mud, liquid sulfur, sand and gravel, oil well pipe, machinery and supplies, caustic soda, chemicals, and general cargo.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

SUBMARINE PIPELINES AND CABLES

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Pipeline Area

Cable Area

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NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Orleans, LA	KHB-43	162.55 MHz
Buras, LA	WXL-41	162.475 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000

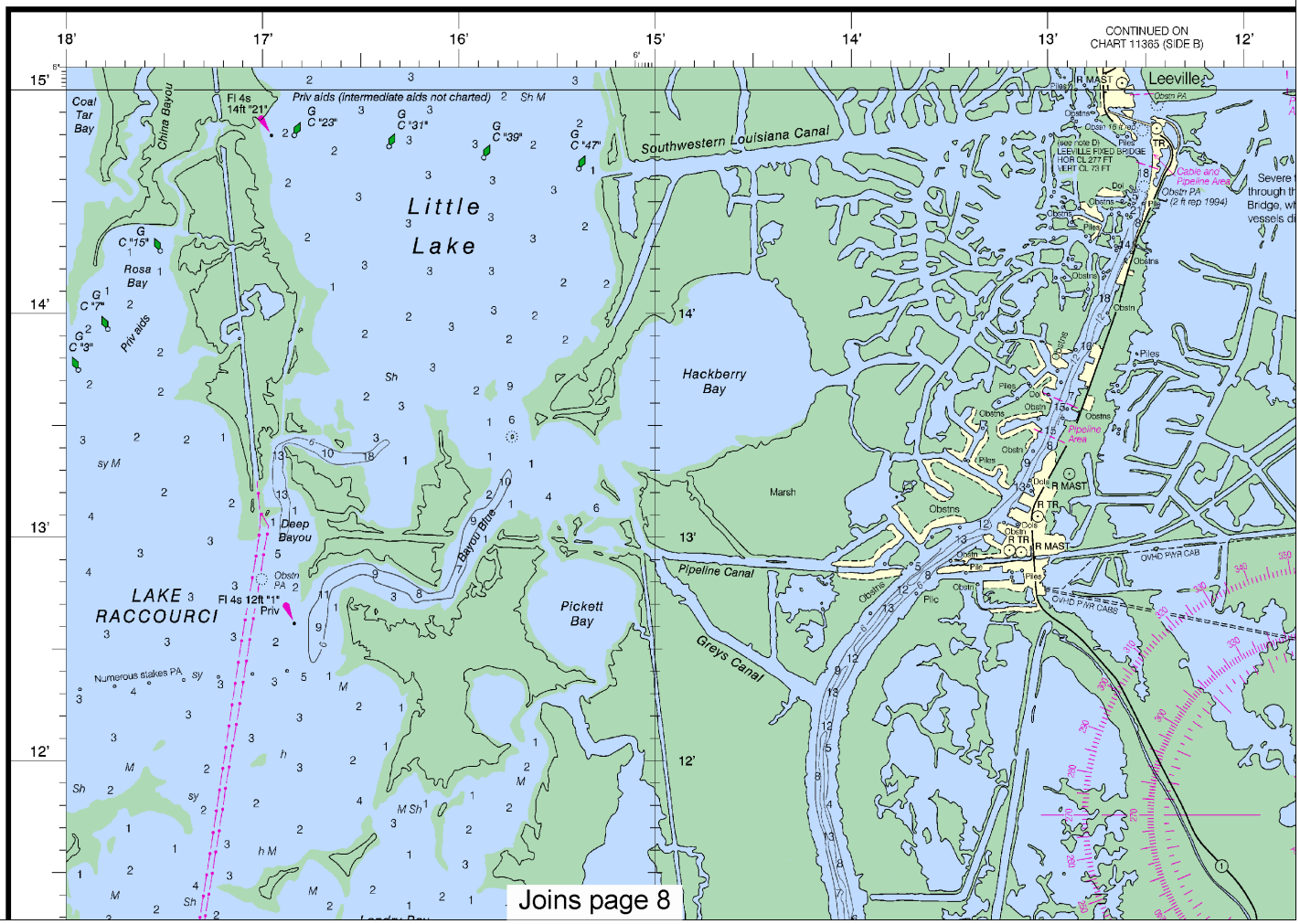
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Meters: 1000 0 1000 2000 3000 4000 5000

SOUNDINGS IN FEET

11346



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

PORT FOURCHON

AND APPROACHES

Mercator Projection
Scale 1:40,000 at Lat 29° 05'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

1st Ed., Aug. 2004 KAPP 102

CAUTION

Gas and Oil Well Structures

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HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.833" northward and 0.279" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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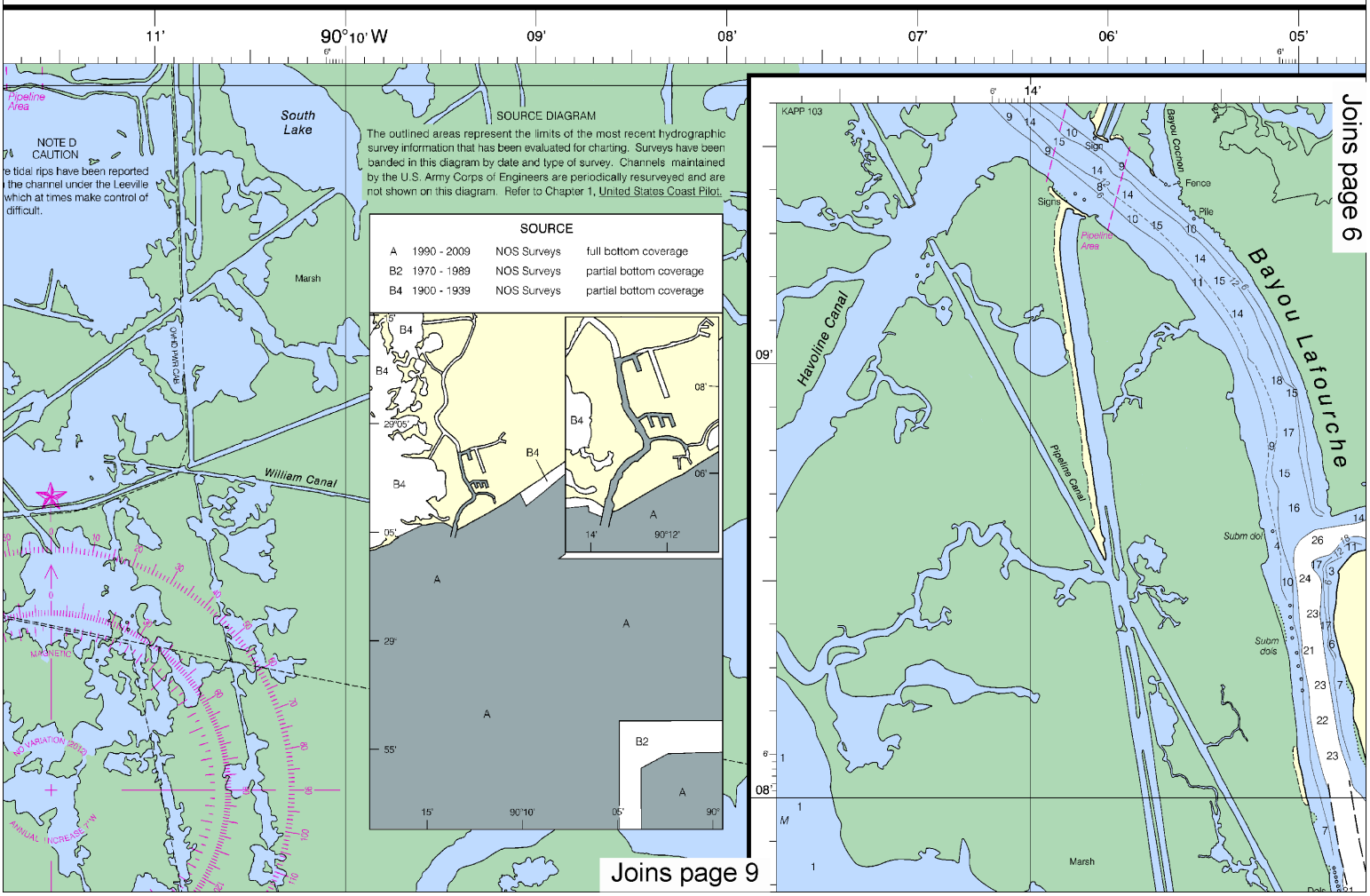

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

BROADCASTS
o stations listed
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162.55 MHz
162.475 MHz

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proximate location)

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

PORT FOURCHON

AND APPROACHES

Mercator Projection
Scale 1:40,000 at Lat 29° 05'

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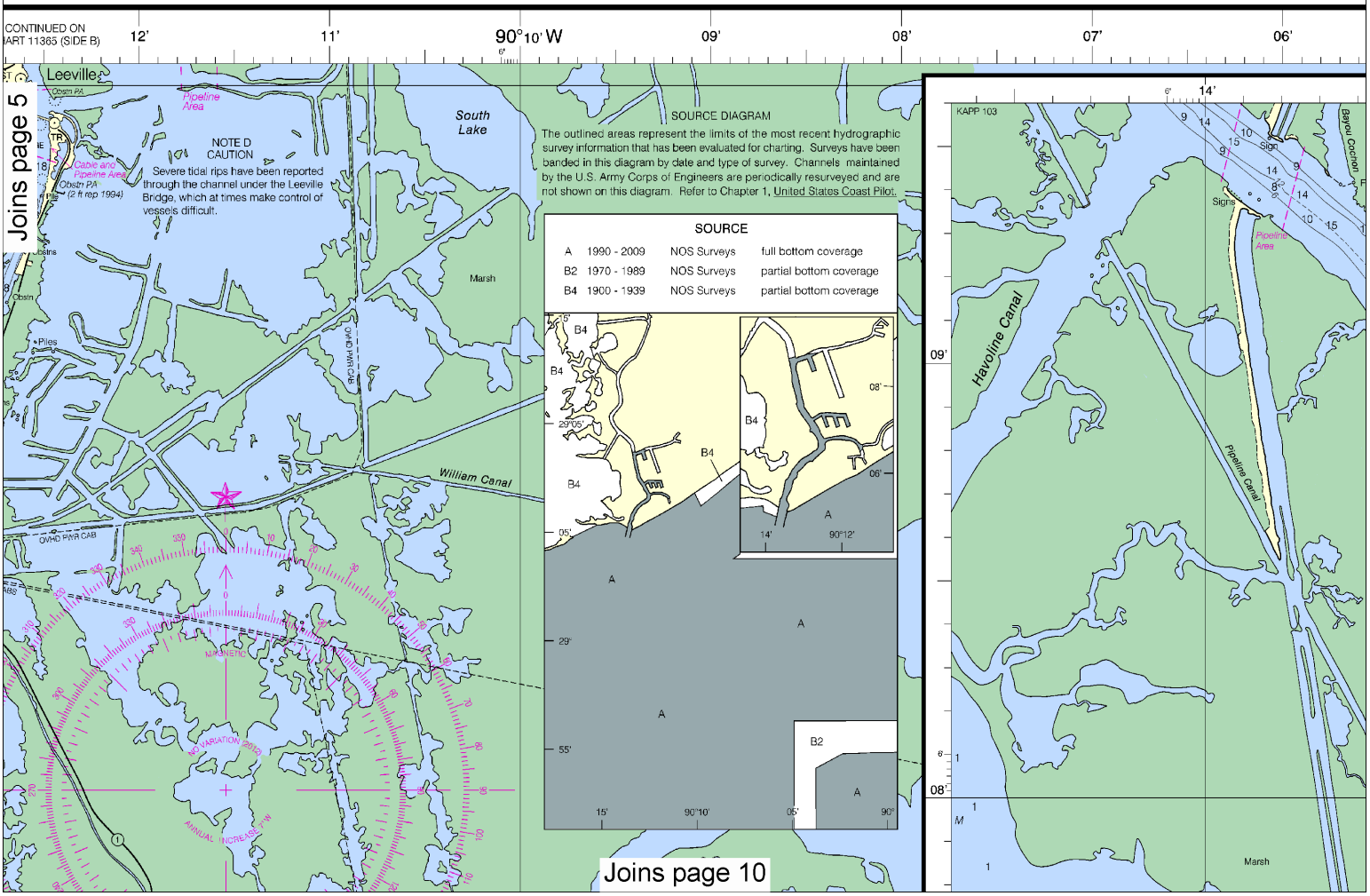
CONTINUED ON
ART 11365 (SIDE B)



Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

NOTE B

The PRECAUTIONARY AREA / LOOP SAFETY ZONE is a regulated area. Clearance procedures for entry and conduct of operations within this zone are found in 33 CFR 150, SUBPART C. These regulations should be reviewed prior to attempting a transit of this area.

NOTE C

Anchoring in the vicinity of the LOOP marine pipelines must be avoided. Anchoring near these submerged lines may result in damage to the anchor or pipelines.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Caminada Pass	(29°12.6'N/90°02.4'W)	1.0	1.0	----
East Point (Grand Isle)	(29°15.8'N/89°57.4'W)	1.1	1.1	0.0

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

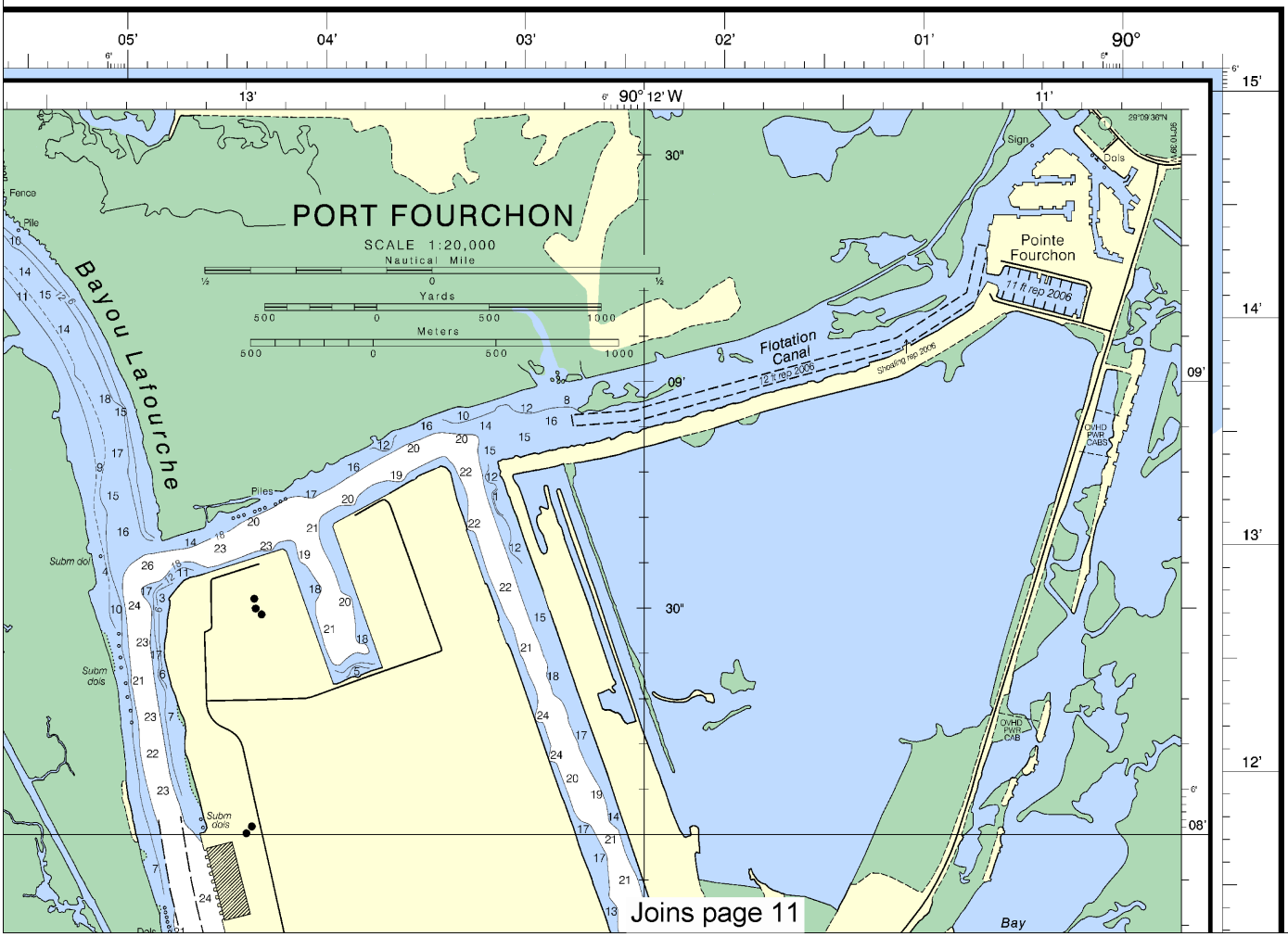
(Mar 2012)

BELLE PASS AND BAYOU LAFOURCHE CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BELLE PASS REACH	24.3	24.2	24.7	6, 9-12	300	1.6	26.0
PORT FOURCHON REACH	17.5	20.7	22.0	9-12	300-425	3.3	24.0

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



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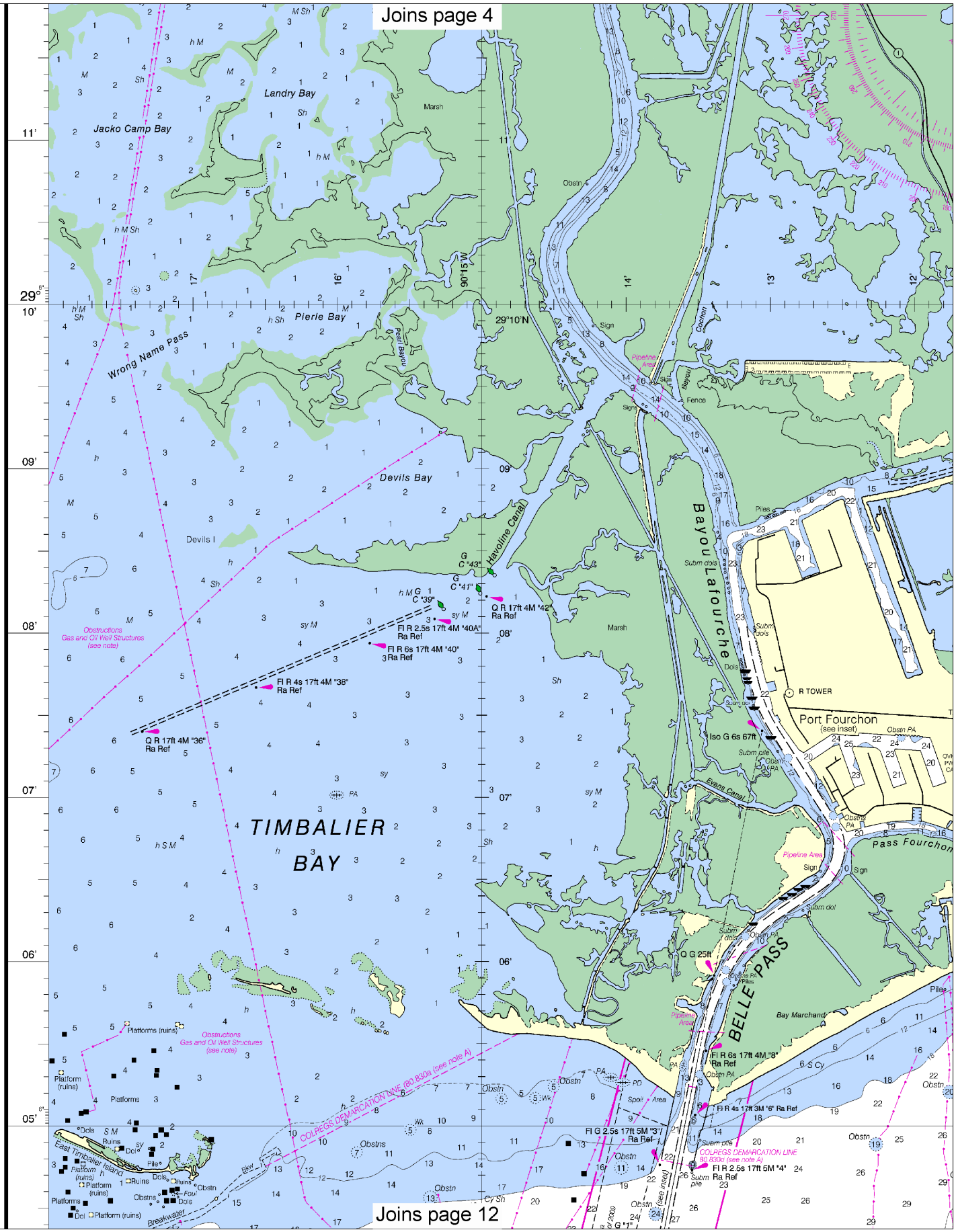


8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

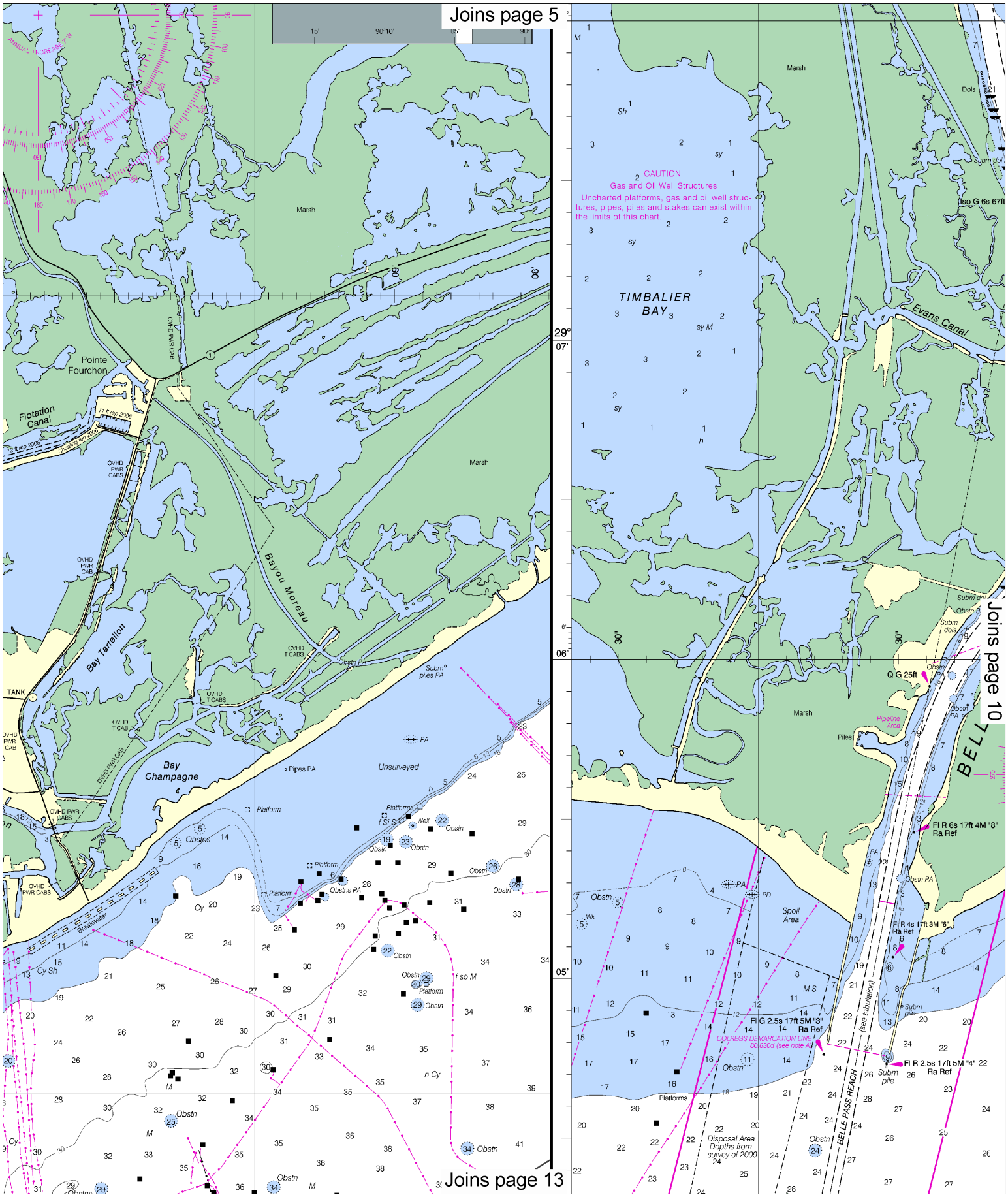
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.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Joins page 10
Joins page 13
TIMBALIER BAY
CAUTION
Gas and Oil Well Structures
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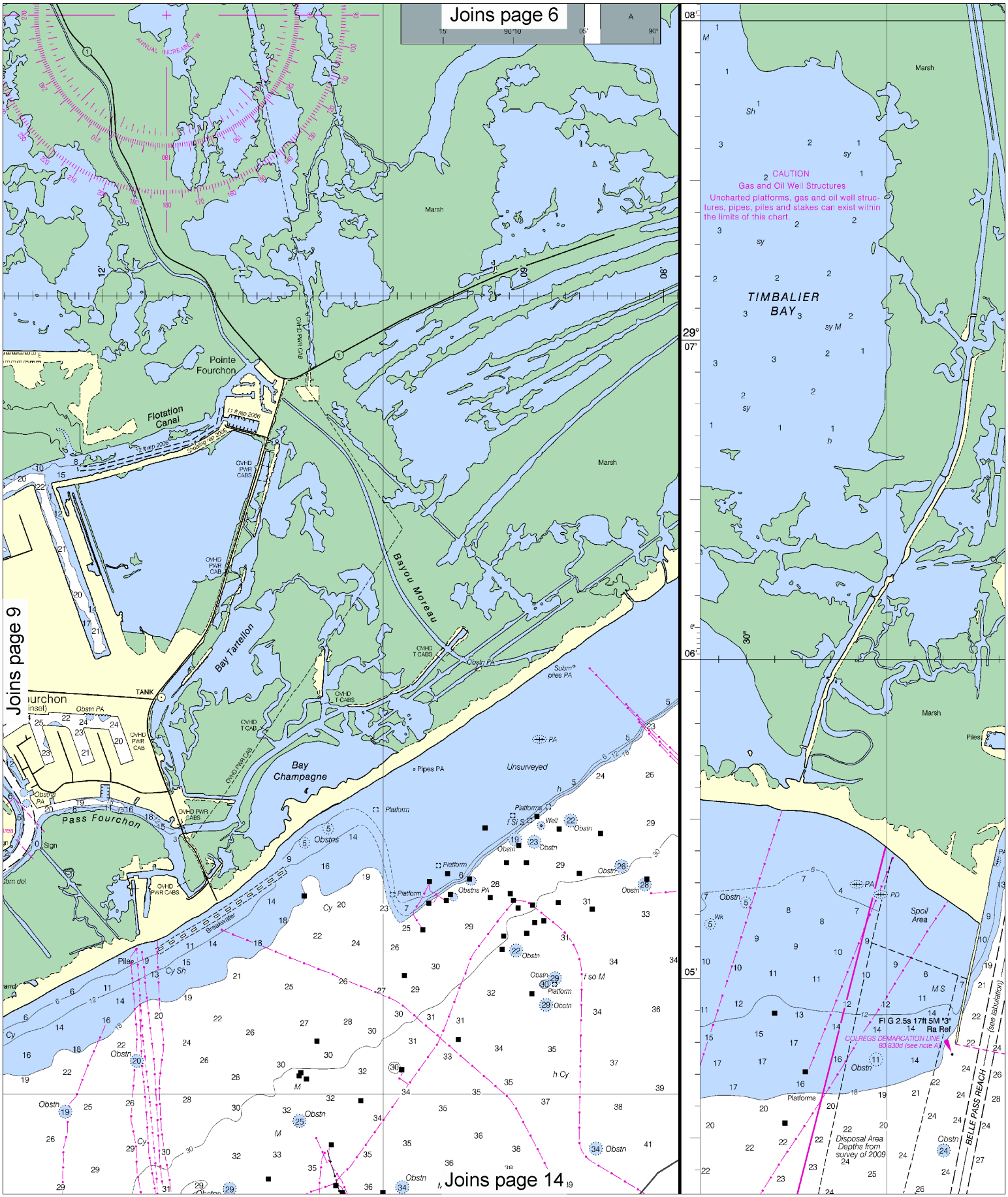
Pointe Fourchon
Flotation Canal
Bayou Moreau
Bay Tartellon
Bay Champagne
Evans Canal
BELLE PASS REACH
Marsh
Unsurveyed
Spoil Area
Disposal Area
Depths from survey of 2009
COLREGS DEMARCATION LINE
80.630d (see note A)
Fl R 6s 17ft 4M "8" Ra Ref
Fl R 4s 17ft 3M "6" Ra Ref
Fl G 2.5s 17ft 5M "3" Ra Ref
Fl R 2.5s 17ft 5M "4" Ra Ref
Q G 25ft
Iso G 6s 67ft
29°
07'
06'
05'
30"



10

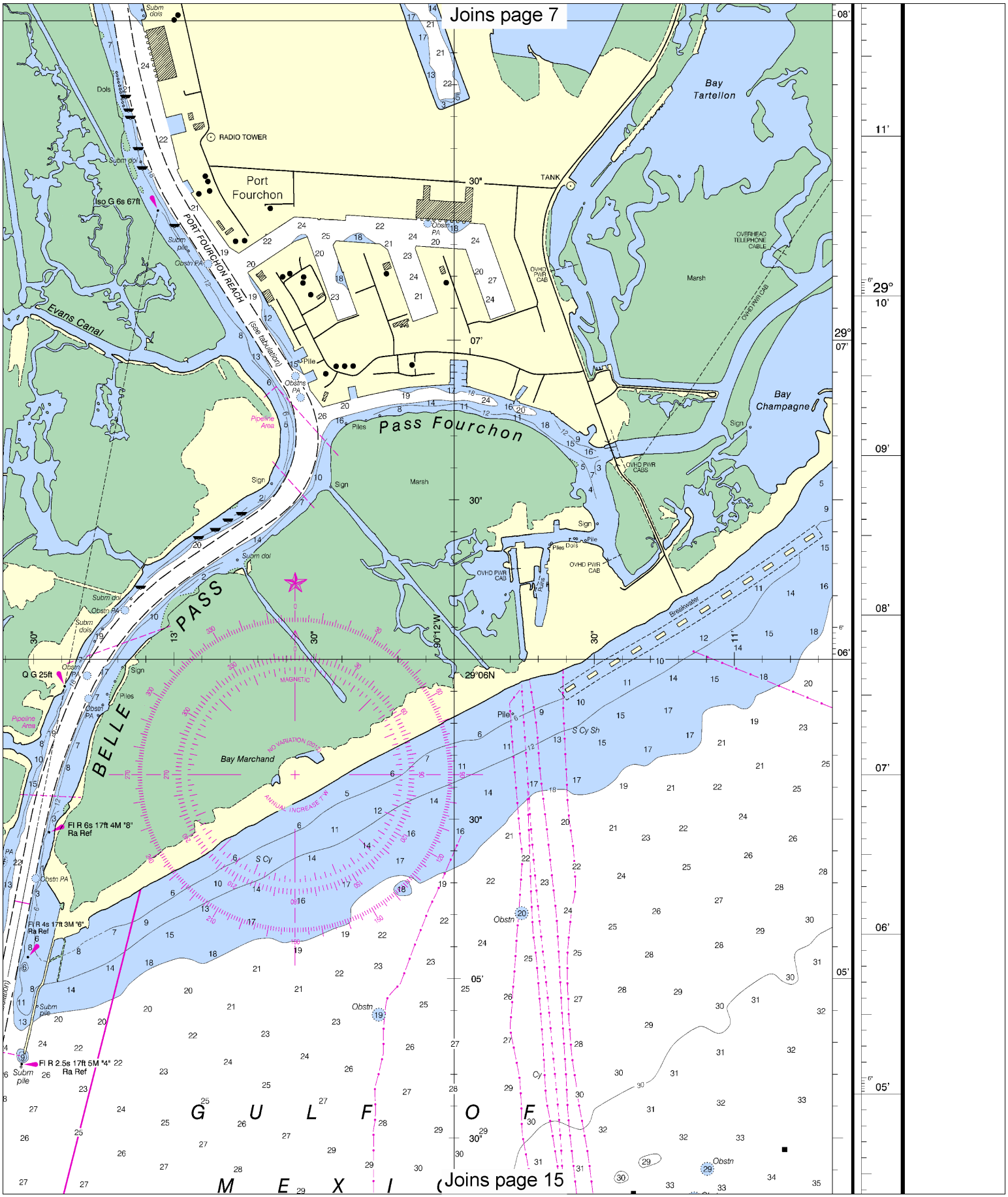
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Bay Tartelon
RADIO TOWER
Port Fourchon
TANK
Iso G 6s 67ft
PORT FOURCHON REACH
(See tabulation)
Evans Canal
Pass Fourchon
Bay Champagne
Marsh
OVERHEAD TELEPHONE CABLE
OVHD PWR CAB
Pipeline Area
Subm dol
Obstn PA
Piles
Pile
Sign
Dols
Breakwater
BELLE PASS
Bay Marchand
Q G 25ft
Fl R 6s 17ft 4M "8" Ra Ref
Fl R 4s 17ft 3M "6" Ra Ref
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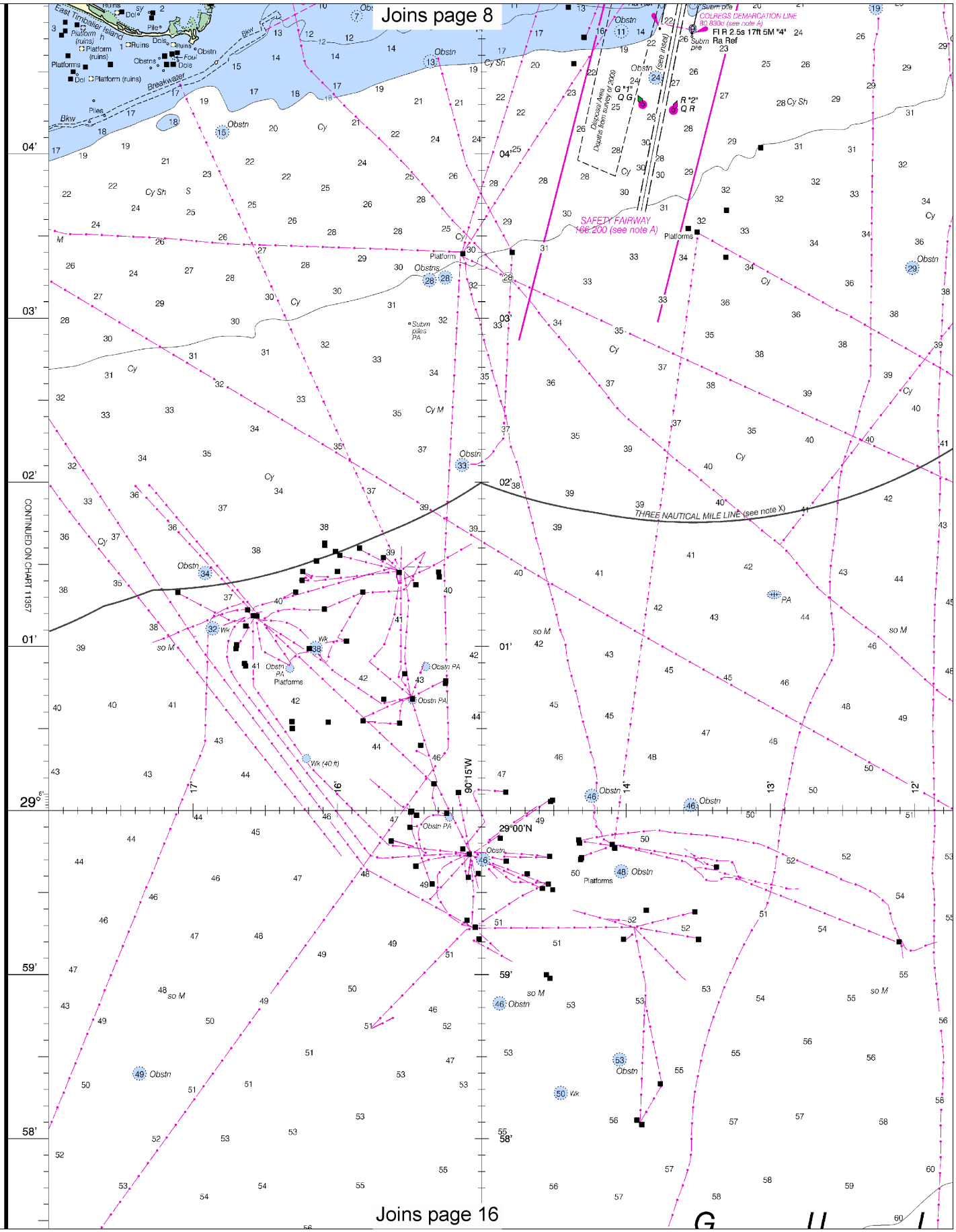
Obstn
MAGNETIC
NO VARIATION (2017)
ANNUAL INCREASE 1°
90°12'W
29°06N
GULF OF MEXICO
Joins page 15



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

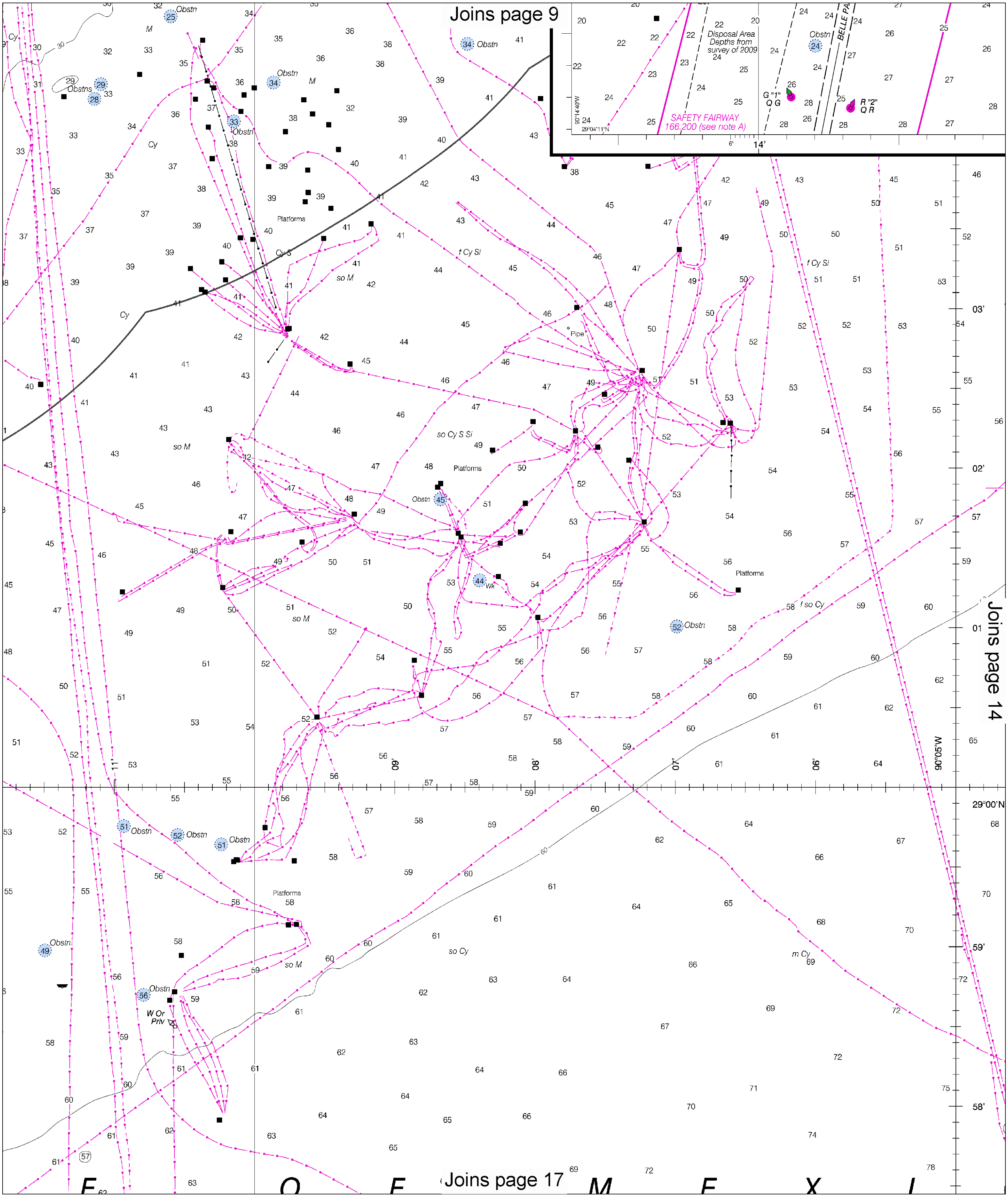
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

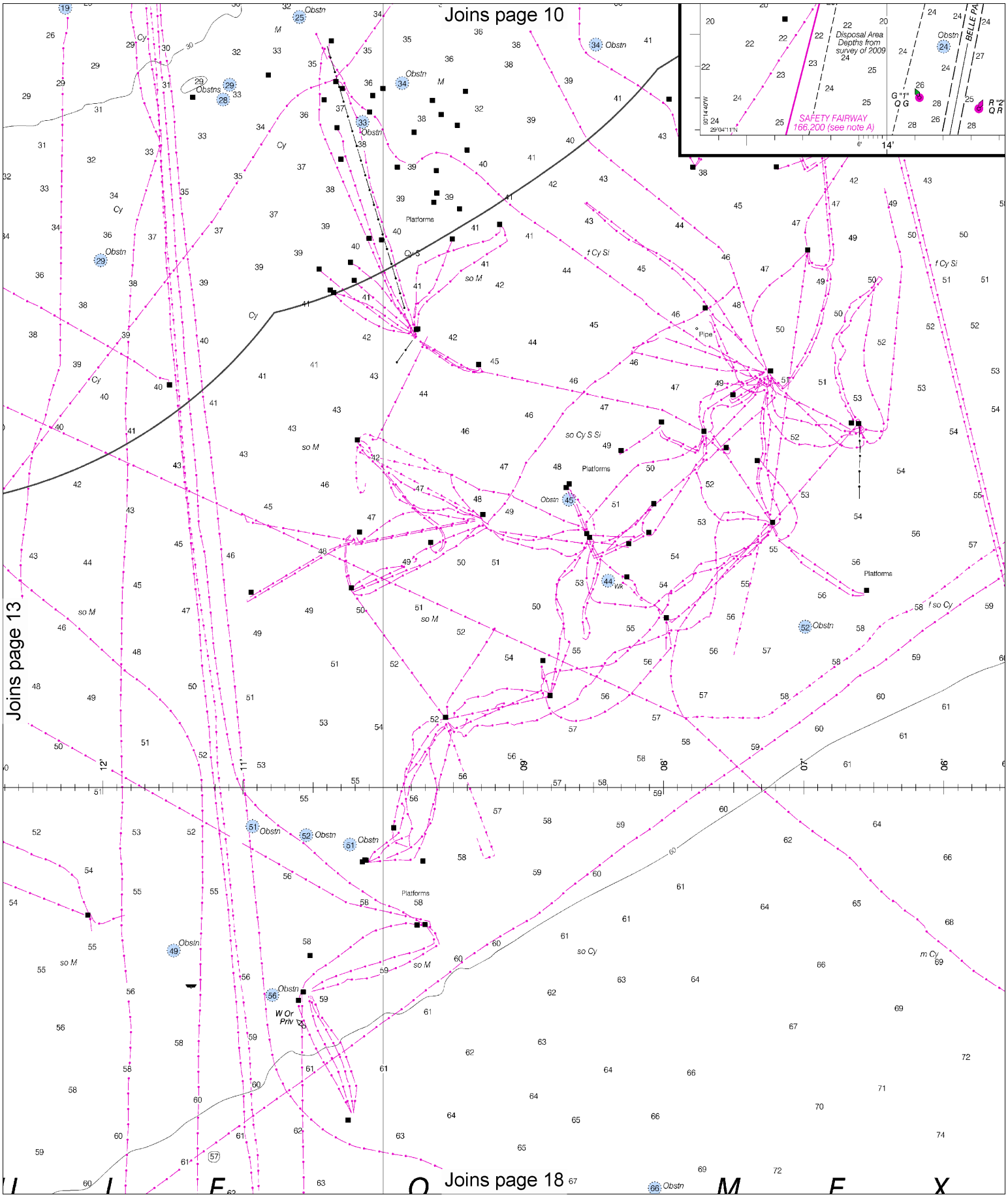
See Note on page 5.

Joins page 9



Joins page 14

Joins page 17



Note: Chart grid lines are aligned with true north.

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Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

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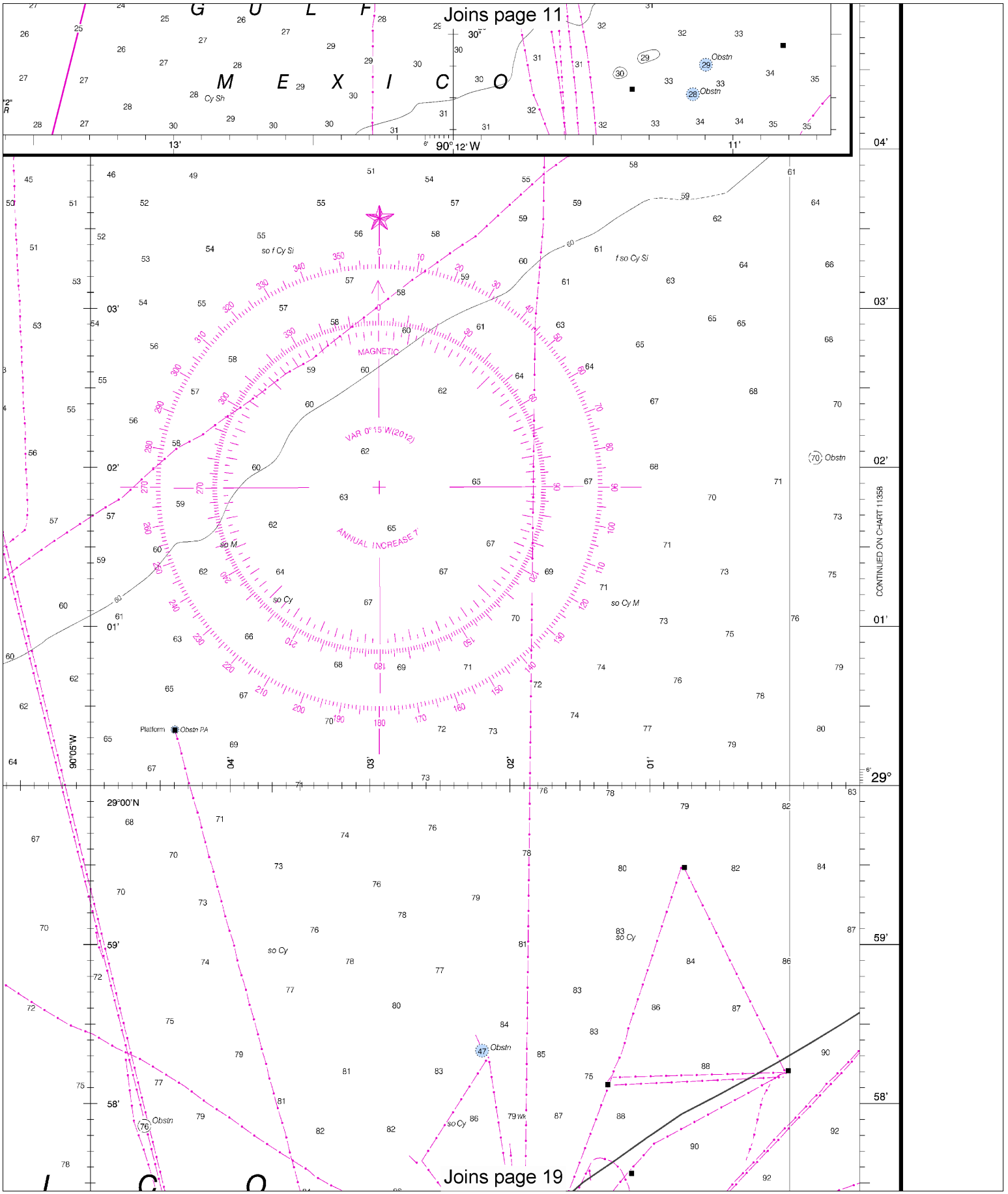
Joins page 11
G U L F
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f so Cy Si
so M
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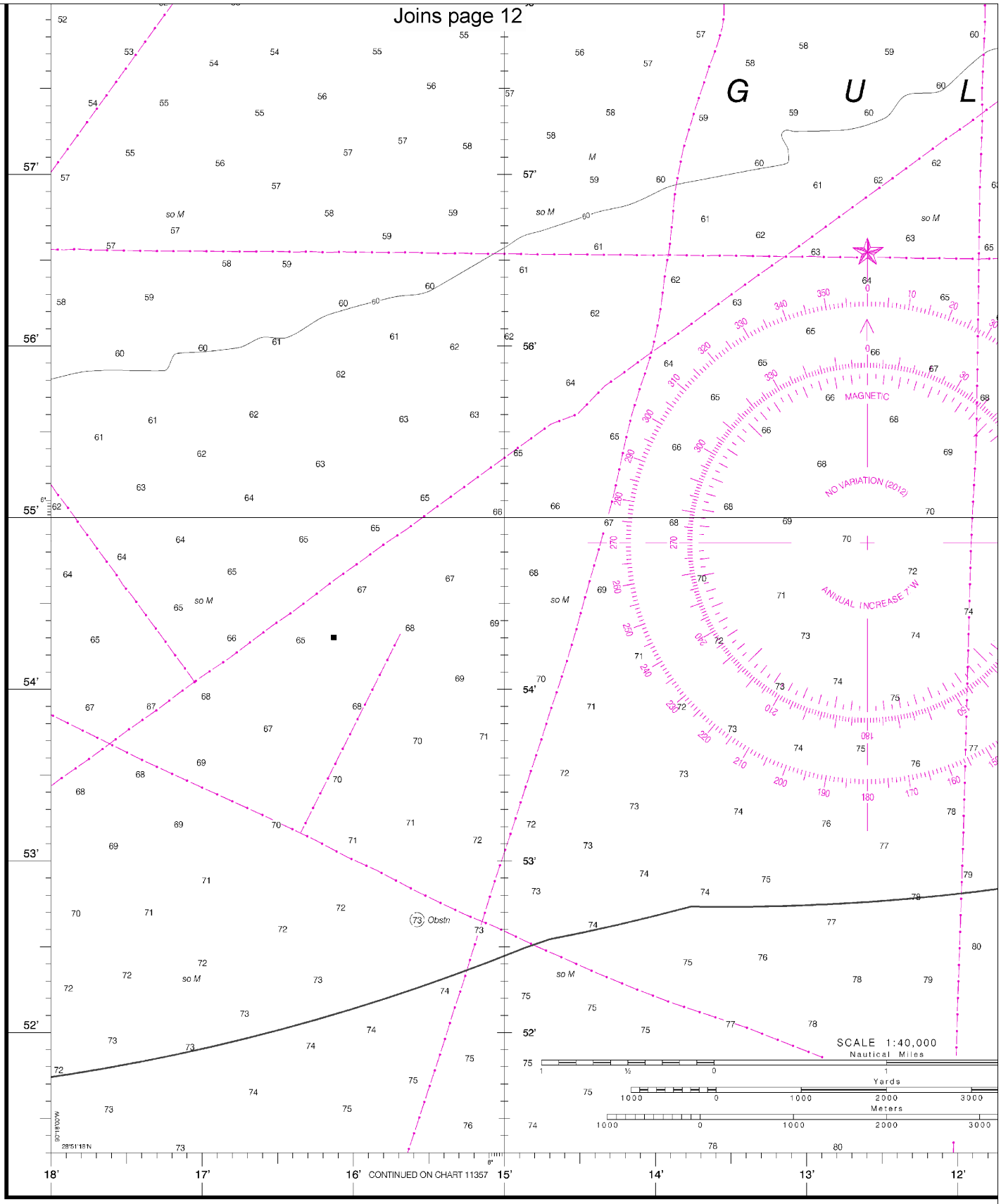
58'
CONTINUED ON CHART 11358
Joins page 19



4th Ed., May/12 ■ Corrected through NM May 5/12
Corrected through LNM Apr. 24/12

11346

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The Nati Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Oc Service, NOAA, Silver Spring, Maryland 20910-3282.

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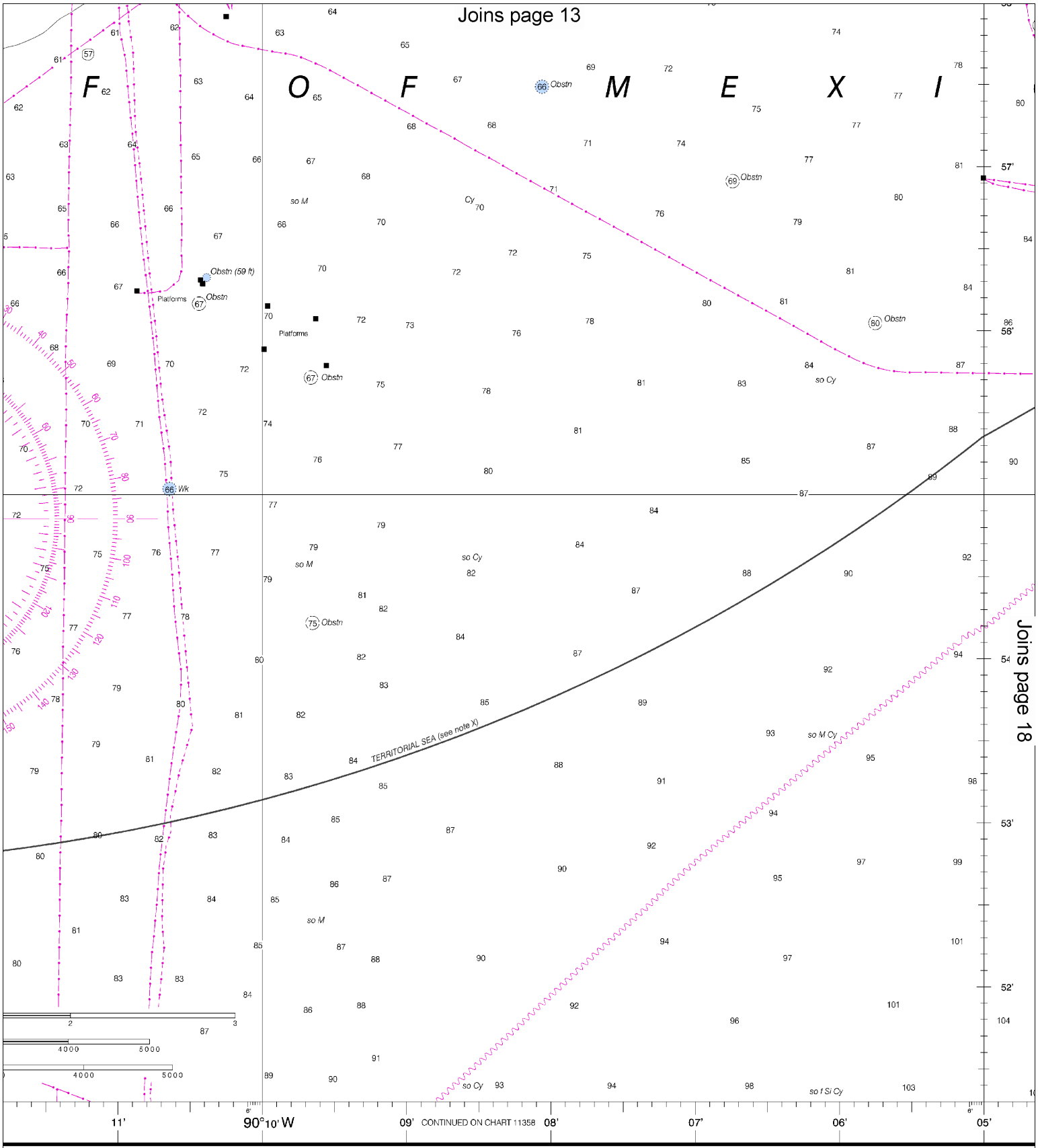
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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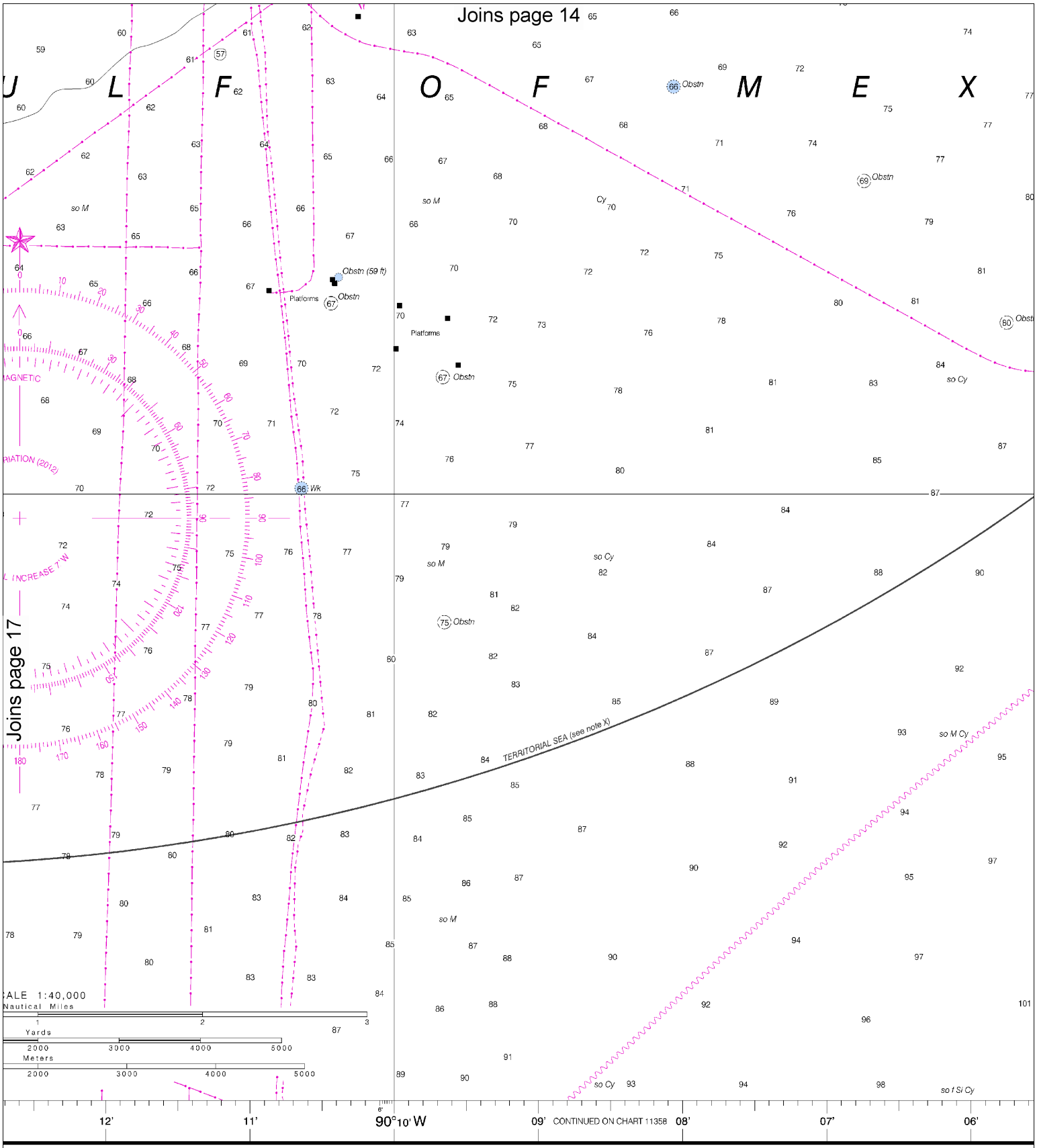
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	
FEET	6	12	18	24	30	36	42	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13



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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

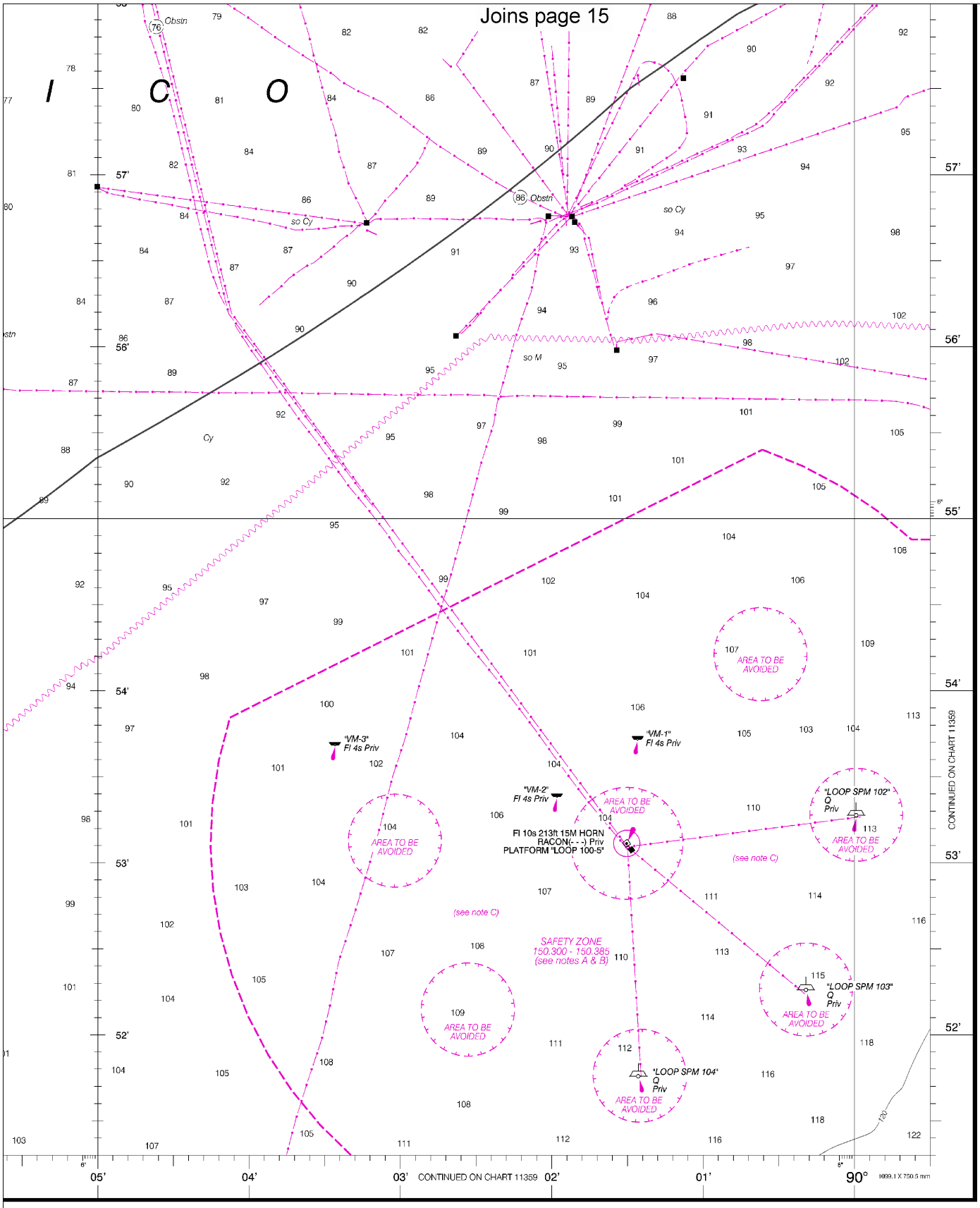
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Port Fourchon and Approaches

SOUNDINGS IN FEET - SCALE 1:40,000

11346

SOUNDINGS IN FEET

ED NO. 4

NSN 7642015023283 NGA REFERENCE NO. 11BCO11346

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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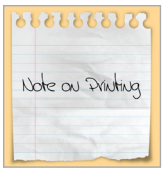

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